What is the proposed project?

The Federal Transit Administration (FTA) and Washington State Department of Transportation (WSDOT) Ferries (WSF) Division are proposing to relocate and expand the Mukilteo Ferry Terminal.

Where is the project located?

The proposed project is located in the city of Mukilteo, Washington, in Snohomish County (Exhibit 1-1, Vicinity Map). The project is in the Mukilteo waterfront area, east of Mukilteo Lighthouse Park and along the former Tank Farm property. The location for the new facility is approximately one-quarter mile east of the existing ferry terminal.

What are the key features of the project?

Key features of the proposed new ferry terminal include:

1. A new ferry dock, with two ferry slips;
2. A new terminal building with an overhead pedestrian bridge, giving passengers direct connections between the terminal, ferry passenger deck, transit center and parking garage, and the Mukilteo Sounder Station;
3. A transit center with service connections to Everett and Community Transit networks and a pick-up/drop-off area;
4. Vehicle holding for 260 cars (two boatloads), a four-booth toll plaza with dedicated bicycle staging and staging for carpools and other priority vehicles, and security screening areas;
5. A new access road with an "overflow" lane and transit and carpool bypass;
6. Pedestrian waterfront promenade for public access to the water; commercial space for retail and other services;
7. A 275 to 480 stall parking garage; and
8. Compatibility with possible future access via an extension of Paine Field Boulevard.

Why is the project being proposed?

The Mukilteo-Clinton ferry route, part of State Route (SR) 525, is the major transportation corridor between Island County (Whidbey Island) and the central Puget Sound mainland. It is the second busiest route (in terms of vehicle traffic) in WSF's system and has the third largest annual ridership, with forecast ridership expected to exceed the existing ferry terminal's capacity. Projected demand for ferry service on the Mukilteo-Clinton ferry route indicates that a third boat will be necessary by 2022. In addition, the existing Mukilteo Terminal is aging and in need of

major repairs. The proposed project would relocate the terminal, allow for the addition of a second ferry slip, provide a new terminal building, improve security and vehicle holding facilities, and provide multimodal capabilities.

What alternatives are being considered?

FTA and WSF propose to analyze three alternatives: a "no action" alternative and two "action" alternatives.

Each of the two action alternatives integrates ferry, rail, and transit services into a single multimodal complex. However, the two action alternatives provide different approaches to developing a multimodal ferry terminal at this location. They would also result in a wide range of potential environmental effects. The major difference between the two action alternatives is the placement of the vehicle holding lanes. The Compact Terminal Alternative places the vehicle holding lanes over the water. The Upland Terminal Alternative places the vehicle holding lanes on land where the former Tank Farm was located.

The **No Action Alternative** was developed as a reasonable proposal to describe what would need to be done to maintain the existing ferry terminal at a functional level. This alternative is being evaluated in order to provide a baseline against which to compare the effects of the two action alternatives. The No Action Alternative assumes that the existing ferry slip would be replaced in approximately 2015; however, a multimodal transportation facility would not be developed. A new ferry slip would be constructed immediately east of the existing slip to maintain existing ferry service. The No Action Alternative offers minimal safety improvements and no multimodal capability.

The **Compact Terminal Alternative** proposes to relocate the ferry terminal and develop a multimodal center on approximately 6 to 7 acres of the Tank Farm property, located east of the existing ferry terminal. With a capacity for 260 vehicles, the vehicle holding area would occupy about 2.6 acres and would be constructed over the water. A new extension of First Street to access the terminal, including the proposed transit center and parking garage, would separate ferry traffic from the local traffic on Front Street. A pedestrian bridge would provide connections from the ferry terminal to the proposed Sound Transit commuter rail station, commuter parking, and the waterfront promenade. A joint-use parking garage would provide 275 to 400 parking stalls.

The **Upland Terminal Alternative** would occupy approximately 12 to 13 acres of the Tank Farm property. The main holding area would be located on land and have a holding capacity for 260 vehicles. The over-water trestle and transfer span would occupy about 0.7 acre. Access to the proposed transit center and parking garage would be on Front Street. A pedestrian bridge would provide connections from the ferry terminal to the proposed Sound Transit commuter rail station, commuter parking, and the waterfront promenade. The joint-use parking garage would provide up to 480 parking stalls.

Will the project need to be phased?

Because of the estimated costs associated with full buildout of the multimodal facility and current funding limitations, the actual implementation of the project may be phased over time. The initial phase of development would include all road improvements, the waterfront promenade, ferry terminal building, and holding facility as described in the full buildout scenarios above. Construction of the parking garage is the major component that could be deferred beyond the 2010 opening year, depending on funding availability. Until funds are available for the parking garage, the transit center and surface parking would be located in roughly the same areas as the parking garage but with different configurations to accommodate circulation. When construction of the parking garage is under way, the construction staging would accommodate transit and parking throughout construction. Construction of the second slip could also be deferred beyond the 2010 opening year under the Compact Terminal Alternative, depending on funding availability. Major components of the new multimodal facility at startup in Phase 1 are described for each of the action alternatives as follows:

Compact Terminal Alternative

1. A ferry dock with one loading slip (the second slip would be constructed in Phase 2 as funds became available)
2. Overwater holding area for 260 vehicles
3. A transit center with seven bus bays (during construction of the parking garage the number of bus bays would be temporarily reduced)
4. Surface parking for 130-140 vehicles mostly located east of the terminal, including 80 spaces for Sound Transit commuters (the parking garage would be constructed in Phase 2 as funds became available and the number of parking stalls would decrease during some phases of construction)

Upland Terminal Alternative

1. A ferry dock with two loading slips
2. A transit center with seven bus bays (during construction of the parking garage the number of bus bays would be temporarily reduced)
3. Upland holding area for 260 vehicles
4. Surface parking for 130-140 vehicles located west of the terminal, including 80 spaces for Sound Transit commuters (the parking garage would be constructed in Phase 2 as funds became available and the number of parking stalls would decrease during some phases of construction)

Construction would begin in 2008 under either alternative and the new multimodal facility as envisioned in Phase 1 would be operational in 2010. Remaining development would occur during subsequent years under Phase 2, as funds became available.